City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING & DEVELOPMENT

Project Number:	3009393
Applicants:	Kimberly McKittrick, SMR Architects, for Gethsemane Lutheran Church
Address:	901 Stewart Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a Seven-story addition to an existing church (Gethsemene Lutheran Church) containing 8,510 square feet of church, space, 6,970 square feet of human services, and 51 residential (low income) units and one caretaker unit above a ground-floor base. The existing church sanctuary will remain. An existing two-story portion of the church structure will be demolished. There will be no change in parking.

The following Master Use Permit components are required:

Design Review - Section 23.41, Seattle Municipal Code (SMC)
Street-level Development Standards (setbacks) SMC 23.47A.008 A 3

SEPA-Threshold Determination (Chapter 25.05 SMC).

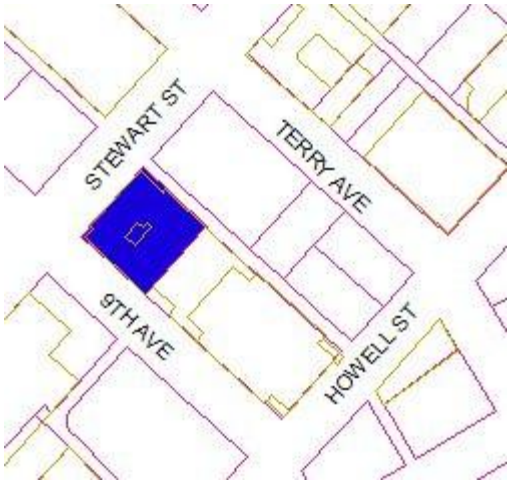
SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND INFORMATION:

The Downtown development site is bounded by Stewart Street on the north, Ninth Avenue on the west, by the multistoried Regence Blueshield office building to the south and an alley on the east. Included within the development site and occupying the southernmost portion is the existing nave of Gethsemane Lutheran Church, constructed in 1954. An attached office and service wing, added in the 1960s, occupies the northern portion of the site.



The current nave is to be kept and renovated; the rest of the church complex is to be demolished. A new, seven-story structure with five floors of workforce housing over church offices, congregation assembly spaces, and social services offices and shelter space will be constructed on the northern portion of the site.

The site and surrounding area to the north, east and south is zoned for high-rise development. (DMC 340/290-400) with even higher height limits allowable across Ninth Avenue to the south (DOC2-500). Most of the structures in the immediate vicinity, except for the Greyhound Bus Station to the south where a fifty-story hotel has been recently proposed, have been built in the past 20 years.

The residential portion of the new structure will consist of 51 studio, one bedroom and two bedroom units. No parking is required or proposed for the project.

Stewart Street is a class one pedestrian street. Ninth Avenue is a designated Green Street with special street level requirements.

DESIGN REVIEW ANALYSIS

Early Design Guidance—December 15, 2009

ARCHITECT'S PRESENTATION

Although small, the development was described as not without its complexities. Members of the overall development team depicted a project which was intended to reinvigorate an existing community of believers, members of the Gethsemane Lutheran Church, by creating some 50 units of workforce housing above a new base of church office and service spaces, interconnected to an existing nave and basement homeless shelter that would be renovated in the process. The housing would be provided through an affiliation with LATCH, with the assistance of Office of Housing funding.

While SMR Architects would be designing the housing portion of the project, OSKA Architects would be commissioned with the design of the new church-related spaces at the first two levels,

together with the renovation of the existing nave. Bob Jakubik of OSKA briefly discussed how the church portion, which would not be subject to the design review process, had conceptually evolved to date. He explained that the existing nave would remain and be connected to new church facilities on two lower floors totaling approximately 12,000 square feet and basement space of some 6,700 square feet.

The bulk of the presentation of the housing portion of the project, which would be comprised of five stories above the two-story church base, was undertaken by Kimberly McKittrick of SMR Architects. Three alternate massing models for the site, with slight variations, were presented to the Board. The first, a "code-compliant" massing, showed two boxes stacked above a two-story base that contained church offices and functions. The first residential box sat along the Stewart Street, Ninth Avenue and alley property lines and was set back from the existing nave. The third, fourth and fifth residential levels were set back from Ninth Avenue, as required by Code along the designated "Green Street." A second conceptual massing showed a single box, above the two story base, extending from Ninth Avenue to the alley and to the property line along Stewart Street. It was likewise set back from the wall of the existing nave to the south. Massing option three, noted as the "preferred option, was basically option two with the addition of three saddle-bag bays hanging off the structure of the residential box and extending a short distance into the right-of-way of Stewart Street with a fourth bay hanging off the Ninth Avenue façade and extending into that right-of-way,

In making her presentation, the architect noted that the design team anticipated requesting three departures from development standards in order to realize their preferred design: from the green street upper-level setback requirement along Ninth Avenue, from the size and configuration of the structural building overhangs, those bays proposed over the rights-of-way, and the requirement from providing continuous overhead weather protection along the street frontages. Anticipating a repositioning of the large Christus sculpture now on the nave façade facing onto Ninth Avenue onto the new structure facing Stewart Street, the canopies providing the weather protection would break on either side of the statue. In the presenter's words, this was the "give Jesus a break departure."

The design team referred to page 23 of the design review presentation packet where the applicants had selected those design guidelines which they thought were most pertinent to this project. Among these were the following: B-4, C-2, C-3, C-4, C-5, D-1, D-2, D-3 and D-5.

Following the presentation, the Board members asked a few clarifying questions prior to opening the meeting to public comment: one Board member asked whether there had been any other options under consideration since the options that were presented were nearly identical; another wondered whether there had been any consideration of finding a way to provide light wells into the old and newly contemplated basement areas.

PUBLIC COMMENT

One member of the public, after noting that the church had been a presence for 125 years, and questioned whether the "boxes" that had been presented were really the best solution to the challenge of maintaining a physical presence at that spot that was overwhelmed with and literally overshadowed by buildings of immense height.

BOARD'S DELIBERATIONS

The Board chair began deliberations by pointing to some of the positive features of the presentation: the Church's providing of the housing was an admiral goal; the retention of the nave was a positive decision; the decision not to provide parking on site was likewise a positive move; and finally, the provisions for the garden court and chapel at the sidewalk level, although still pretty conceptual, gave promise of enlivening the street. He noted that the real issues and challenges were: the sheer factualism of the context—this was a diminutive structure surrounded by giants; and, the need to integrate the design of church and the housing, a challenge compounded by the fact that two separate firms were involved in the process.

One Board member noted that what was being proposed was "a low rise project in a high rise jungle." Another of the Board members quipped that it was "a case of inviting a lot of people over when you hardly had room for yourselves." Whereas the ground-level treatments had the beginning of a nice feel, the integration of the top and bottom was clearly unresolved and the Board members were generally agreed that they didn't perceive any real "wrestling" with the problem to date.

PRIORITY GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design those guidelines found in the City of Seattle's *Design Review: Guidelines for Downtown Development* which are to be considered of highest priority for this project in addition to those already identified by the applicants as being of highest priority (see above), except for D-5 which the Board did not choose to designate as of highest priority..

DESIGN GUIDELINES

A Site Planning and Massing

A-1 Respond to the Physical Environment.

> ***Develop and architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.***

The guideline above was chosen by the board to be of high priority. The Board noted that the proposed development would be the "small kid on the block," and future design development should clearly demonstrate how the design holds its own within its context. It was pointed out that the church currently has a high visibility which the Board felt was subject to some diminution in the massing studies shown.

B-1 Respond to the neighborhood context.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

The Board's question, related to the A-1 guideline already cited, was "how do you make this project hold its own?" The overall structure needs to be "beacon-like" in some metaphorical sense. The challenge was to make this project look like it just didn't land downtown by mistake. The biggest issue, as one Board member put it was its "type of construction five over two) and its materiality." How do you convert that into something urbane, something that seems to belong in the context of other large, substantial structures? The problem with fitting was not the "Three-box" *parti* but that the concept wasn't being pushed further and wasn't made "edgier." Part of the challenge was the loss of the campanile. A question for the design was how to compensate for that loss in verticality. Could there be a way to compensate for and commemorate the lost campanile?

C-1 Promote pedestrian interaction.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

If the Courtyard of "garden" were to be a truly exquisite space, it might well serve in place of the Green street setback.

The following Guidelines, identified by the applicants to be of highest priority for the project, were affirmed to be such by the Board, but with little or no specific comment.

B-4 Design a well proportioned & unified building.

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole

There is an inherent conflict between this new development and the existing pattern of newer high-rise residential and commercial buildings in the neighborhood. A challenge, already discussed under the Board's general deliberations, was the need to integrate the "five" with the "two." The resulting, integrated building must be made to sing to hold its own.

C-2 Design facades of many scales.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within.

Building facades should be composed of elements scaled to promoted pedestrian comfort, safety and orientation.

Remember that the roofs are also the "fifth facades" and will be highly visible to the neighboring buildings.

C-3 Provide active-not blank- facades.

Buildings should not have large blank walls facing the street especially near sidewalks.

C-4 Reinforce building entries.

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

While the new church entry seems headed in the right direction, the sense of arrival and homecoming for the residential portion needs further examination and resolution.

C-5 Encourage overhead weather protection.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

In order to enhance the pedestrian experience, the project should provide overhead weather protection as continuously along Stewart Street and Ninth Avenue as is practicable.

D-1 Provide Inviting and Usable Open Space.

Design public open space to promote a visually pleasing, safe, and active environment for workers, residents and workers, Views and solar access from the principal area of the open space should be especially emphasized.

D-2 Enhance the building with landscaping.

Enhance the building and site with substantial landscaping, which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive and memorable "sense of place" associated with the building.

The "garden" off Ninth Avenue provides a golden opportunity to provide a special downtown space.

Departures from Development Standards:

The Board indicated that they would be willing to consider granting the requested departures provided the design development adequately addressed the concerns expressed and addressed the guidelines and guidance specified by the Board.

One member of the Board remarked that the presentation had been "EDG lite" and somewhat below expectations for a downtown project. The Board did recommend, however, that the applicants could proceed to design development and MUP application. In returning for a Recommendation meeting, the Board's expectation would be that the applicants' presentation would be taken up "a couple of notches".

Recommendation Meeting—June 22, 2010

ARCHITECT'S PRESENTATION

Members of the development team had described, at the Early Design Guidance meeting, a project which was intended to reinvigorate an existing community of believers, members of the Gethsemane Lutheran Church, by creating 50 units of workforce housing above a new base of church office and service spaces, interconnected to an existing nave and basement homeless shelter that would be renovated in the process. The housing would be provided through an affiliation with LATCH, with the assistance of Office of Housing funding.

While SMR Architects would be designing the housing portion of the project, OSKA Architects would be commissioned with the design of the new church-related spaces at the first two levels, together with the renovation of the existing nave. At the Early Design Guidance meeting, Bob Jakubik of OSKA had briefly explained the plan for the church portion of the development, which would not be subject to the design review process: the existing nave would remain and be connected to new church facilities on two lower floors totaling approximately 12,000 square feet and basement space of some 6,700 square feet. The presentation at the Early Design Guidance meeting was given over to various options for the housing portion of the project, which would be comprised of five stories above the two-story church base.

Jim Olson of OSKA made the presentation on behalf of the design team at the Recommendation meeting which was held in the Boards and Commissions Room, City Hall, at 5:30 PM on Tuesday, June 22, 2010. The preferred scheme differed from that presented at the Early Design Guidance meeting in several particulars. The new structure northwest of the existing sanctuary was a simple rectangular box, devoid of the overhangs and appendages that had characterized the "preferred" scheme shown at the Early Design Guidance meeting. This box was said to respect the proportions of the existing sanctuary building. Likewise, the box's covering was comprised of a textile weave that picked up the colors of the existing sanctuary building, with a predominant cruciform pattern that united horizontal and vertical bands into the unified whole, variously conceived as tapestry, garment, or vestment.

The theme of the textile weave was re-enforced on the rooftop façade where plantings were integrated with open spaces provided for the residents of the building. As had been portrayed in

the conceptual renderings shown at the Early Design Guidance meeting, two prominent features of the existing church would be relocated to the newer building. These were the Christus statue, now near the corner of Ninth Avenue and Stewart Street, which would be relocated near the new Church entry on Stewart Street and the plain metal cross now partially above the campanile, scheduled for demolition, which would be relocated to a similar alignment on the stair tower facing onto Stewart Street.

Two other dominant themes informing the design were those of "beacon"—windows in the new corner chapel glow with light through reddish and yellow handcrafted glass—and "garden." The chapel opens onto a garden that provides an entry from Ninth Avenue. Gethsemane, the place of the olive press, was the olive grove or garden where Jesus went to pray with his disciples the night before his crucifixion.

Following the presentation, which also focused on the response to the principal directives that the Board had given at the earlier meeting, Kimberly McKittrick of SMR Architects presented and explained the departures from development standards that the design team was requesting. These were four in number: two involved the overhead weather protection (OWP), one requesting a break in the OWP to allow for space for the Cristus statue (SMC 23.49.018A)--referred to at the EDG meeting as the "give Jesus a break, Departure," and one to allow a portion of the OWP to be higher than 15 feet above the sidewalk (SMC 23.49.018D). A third departure was requested to allow for some street-level façade glazing in colored glass that would not meet the requirements for "transparency" (SMC 23.49.056C). A forth requested departure would be needed since the proposed structure would not be set back along Ninth Avenue, a designated Green Street, as required by Code (SMC 23.49.058 F,2).

Following the design team's presentation, the Board members asked a few clarifying questions prior to opening the meeting to public comment.

PUBLIC COMMENT

Eight members of the public affixed their names to the sign-in sheet provided at the meeting. One member of the public, who at the Early Design Guidance meeting had questioned whether the "boxes" then presented were really the best solution to the challenge of maintaining a physical presence at that spot that was overwhelmed with and literally overshadowed by buildings of immense height, expressed a sentiment shared among other members of the public and the Board members: because of a series of fine design decisions, the "box" had become an "elegant box," capable of holding its own at that location.

BOARD'S DELIBERATIONS

After engaging in a Q. and A. session regarding some of the programmatic considerations of the design, the Board began deliberations by voicing positive reactions to the design as presented. Each of the Board members present complimented the design team on the design and expressed appreciation for the steps taken to address concerns that had been earlier expressed regarding elements of the design. The Board members were agreed that these steps had produced a level of elegance and had elevated the status of the small building to the point where it could hold its own vis-à-vis the much larger structures in the neighborhood. At the Early Design Guidance meeting the Board had pointed to a lack of firm integration between the top and bottom of the new

structure. The Board found a clear sense of integration between the bottom and the top as well as between the various facades in the current design.

That said, there were two areas where the Board urged the design team to exercise even greater refinement. The first concerned the cladding of the structure and the textured "weave" effect. More than one member of the Board strongly urged the design team to take an extra step and explore changes in materials and joinery, suggesting a bas-relief that might provide even greater perceptibility to the weave. A second area of concern was a desired refinement to the residential entry. One Board member suggested that the signage showed a "weakness in the design." The Board urged the design team to work for a greater sense of welcoming and to take the entry "up another step" (figuratively, not literally).

Departures from Development Standards:

The Board agreed that the four requested departures were in keeping with the Early Design Guidance and guideline priorities and would result in a building that would better meet the intent

Of those guidelines. These departures are as follows:

- from SMC 23.49. 018, requiring *continuous* overhead weather protection, to allow for discontinuity where the Christus sculpture will be relocated near the church entry on Stewart Street;

- from SMC 23.49.018, requiring minimal and maximal heights for weather protection above the sidewalk, to allow the height of the overhead weather protection to exceed 15 feet as it approaches the corner of Ninth Avenue and Stewart Street;

- from SMC 23.49. 056, requiring 60 percent ground level façade transparency, to allow portions of the façade to be covered with translucent colored glass that would not meet standards for *transparency;*

- from SMC 23.49.058, requiring a 15-foot setback at the 45-foot height level along the Green Street (Ninth Avenue), to allow the proposed structure to maintain a planer continuity of façade at the property line the full 70 feet to the top.

Right-of-way Improvement Exception

On June 30, 2010, the applicants were granted an exception per 23.53.030 G, not to dedicate 2 feet of the property boarding upon the alley as otherwise would be required by SMC 23.53.030D, since the 1956 church structure that remains on site is a "substantial principal structure" on the same side of the alley as the new construction.

DECISION - DESIGN REVIEW

The proposed design is approved as presented at the April 14, 2009 Design Review Board meeting and as modified in revised MUP plans submitted to DPD on September 20, 2010, subject to the conditions as enumerated below. The above departures from development standards, further specified and detailed in the MUP approved plans are likewise approved

ANALYSIS – SEPA

This analysis relies on the *Environmental (SEPA) Checklist* submitted by the applicant and dated May 5, 2010 which discloses the potential impacts from this project. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*," subject to some limitations. Under specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. Additionally, due to the temporary nature and limited scope of these impacts, they are not considered significant per SMC 25.05.794. The following is an analysis of construction-related air quality, noise, drainage, earth, grading, traffic and parking impacts as well as mitigation.

Air Quality

One existing on-site building will be demolished. Prior to demolition activities, the contractor will provide to Puget Sound Clean Air Agency pre-survey documentation of buildings for possible presence of asbestos and lead paint. Notice to the Puget Sound Clean Air Agency is required prior to demolition of any structures greater than 100 square feet in coverage. OSHA requirements shall be followed to determine any special handling or disposal requirements for demolition debris. If asbestos is present in the existing building, Puget Sound Clean Air Agency,

Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos encountered during building demolition.

Less than 500 cubic feet of excavation is expected, primarily for trenching for utilities and the placement of building footings below existing slab levels. Two decommissioned below-grade oil tanks will be removed during demolition and the void spaces filled with appropriate fill material.

Construction activities, including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. Other than assurance that the required notice to the Puget Sound Clean Air Agency has been provided, no SEPA conditioning of air quality impacts is necessary.

Construction Impacts/Noise

The project may generate some loud noises during demolition, grading, and construction. The noise-level limitations imposed by the Noise Ordinance, Chapter 25.08 SMC, are generally considered adequate to mitigate the potential noise impacts of the proposal. Due to nearby residential uses, however, hours of construction will generally be limited to weekdays between 7AM and 7PM and Saturdays between 9AM and 7PM. Additionally, DPD will require a Construction/Noise Impact Mitigation Plan that will anticipate and address any evening, nighttime or weekend noise-generating construction activities. This Construction/Noise Impact Mitigation Plan must be approved by DPD prior to any demolition, shoring, or construction permits being issued.

Pedestrian Circulation

There are a public sidewalks located on Stewart Street and on Ninth Avenue abutting the development site and currently providing predictable pedestrian pathways. It is appropriate, therefore, to use SEPA policy authority to require that a safe and predictable path of pedestrian travel be established and maintained along the project site during construction activity which is anticipated to last 14 months. Under SMC 25.05.675 B (Specific Environmental Policies, Construction Impacts) “mitigating measures to address adverse impacts relating to pedestrian circulation during construction may include, but are not limited tocovered sidewalks or alternate safe, convenient and adequate pedestrian routes and limits to the duration of disruptions to pedestrian flow.” It is essential as well as desirable that the sidewalk abutting the project site be kept open and safely passable throughout the construction period. Any case for the need for the temporary closures of the sidewalk needs to be disclosed in a Construction/Noise Impact Management Plan which must have the approval of the DPD Land Use Planner. Any necessity judged to require a temporary closure of the sidewalks must in each instance have DPD as well as SDOT approval. This condition is enumerated below.

Earth/Grading

Compliance with the Stormwater, Grading, and Drainage Control Code (SMC 22.800) will require the proponent to identify a legal disposal site for any excavation and demolition debris prior to commencement of demolition/construction.

Compliance with the Uniform Building Code and the Stormwater, Grading, and Drainage Control Code will also require that Best Management Practices (BMPs) be employed during demolition/excavation/construction including that the soils be contained on-site and that the excavation slopes be suitably shored and retained in order to mitigate potential water runoff and erosion impacts during excavation and general site work. No further mitigation is warranted.

Construction-Related Traffic and Parking

Under SMC 25.05.675.B.2, DPD has authority under SEPA to impose conditions to mitigate parking impacts related to the project. During construction, parking demand will increase due to construction personnel and equipment. Off-site parking during construction hours in the general vicinity of the project may be limited. To minimize on-street parking in the vicinity due to construction impacts, construction worker parking shall be addressed as part of the required Noise Mitigation/Construction Impact Plan.

Truck trips will be generated during demolition, excavation, shoring, and foundation work. A truck route for site excavation has not yet been worked out with the City. A construction traffic plan, including truck routes for removal of demolition and excavation materials, will be required by the City in connection with the issuance of street use permits. No further conditioning is needed or warranted.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff from greater site coverage by impervious surfaces, potentially decreased water quality in surrounding watersheds, increased on-site bulk and scale, increased ambient noise due to increased human activity, increased demand on public services and utilities, increased light and glare, increased energy consumption, increased on-street parking demand, and increased vehicle traffic. These long-term impacts are not considered significant. Notwithstanding the Determination of Non-Significance, the following impacts merit more detailed discussion.

Energy

Electricity and natural gas would be the primary energy resources used for lighting, power and mechanical equipment. During operations, the noted energy sources would be used for project heating, cooling, ventilation, heating water for domestic use, and lighting. Energy conservation features and measures would be included in the building design. The proposed project would utilize measures to reduce energy consumption including: energy-saving lighting, high-efficiency heating and air conditioning units, high-efficiency water heaters, and variable frequency drives on ventilation fans and exhaust fans for parking levels. The mechanical systems would be designed to comply with applicable City and State Energy Code requirements.

Environmental Health

Operational trips, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas

emissions that adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. An analysis of potential greenhouse gas emissions estimates that the project may result in lifespan greenhouse gas emissions of approximately 81,483 $MTCO_2e^2$. The carbon calculator utilized in this estimate does not fully factor in site location or the fact that the power will be obtained from Seattle City Light which is a carbon-neutral provider. The location of this project within an Urban Center, adjacent to transit and high-density housing, will enable transit use and shorter commuting times, potentially resulting in fewer vehicle miles traveled than other residential project locations.

Height, Bulk and Scale

The proposed structure has been designed in accordance with the development standards for the DMC 340/290-400 zone set forth in Title 23, the Seattle Municipal Code (particularly SMC 23.49. 045,056 and 058). The height of the proposed new structure at seven stories is significantly less than the allowed height of the zone. As noted in SMC 25.05.675, "the City-wide design guidelines (and any Council approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in [SEPA] policies. A project that is approved pursuant to the design review process is presumed to comply with these height, bulk and scale policies." No further conditioning of impacts through SEPA authority is warranted.

Traffic and Parking

There is no parking currently on site and none is proposed for the anticipated development. No parking is required by Code. No parking was required when the church building was constructed. The seating capacity of the existing church sanctuary is being reduced from the current capacity so the aggregate impact to local parking and traffic generation is being reduced from current levels. One bus stop is located within one block of the site serving numerous local and regional routes. Additionally, the site is within two blocks of the Sound Transit/Metro Bus Station. The South lake Union Street Car is located four blocks away. The site is located within Metro's Free Ride Zone.

Due to the populations to be served by the housing (30-60% of median income) and social services (homeless and developmentally disabled), it is not anticipated that residents or service users will own or drive cars. The church staff and day shelter staff will be most responsible for generated vehicle trips. Church use peak volumes will occur on Sunday mornings between 9AM and 12 Noon. In addition to nearby public transportation opportunities, there are several Zip cars located within one block of the site. Public parking is located in the newer residential structure located across the alley and in several surface lots in the neighborhood. Loading and garbage collection would be serviced off the alley and pedestrian access would primarily be from Stewart Street. SEPA conditioning for off-site traffic or parking impacts is not warranted.

Housing

The City's SEPA policies encourage preservation of housing opportunities, especially low income housing. The proposed project would not demolish any housing. A total of 51 residential units are proposed. Utilities and transportation infrastructure are adequate to serve the project

without adverse impacts. Housing opportunities downtown, close to downtown and urban villages and along bus and bicycle ways minimize impacts to the regional transportation system.

There would be no long term significant impacts to housing. Therefore, no mitigation measures for such impacts are warranted.

Light and Glare

Sources of light following the project's completion will include lights from inside residential units and shielded lighting at exterior pedestrian entrances. The impact, however, is expected to be minimal.

Public Services and Utilities

The increase in development on the site, type of development (primarily residential), and the introduction of a residential population are expected to result in an increased demand for public services. There are no existing deficiencies in needed services or utilities to the site. The project would comply with applicable codes and requirements of the Seattle Fire Department for fire protection and fire suppression, to be reviewed at the time of Building Permit application.

All utilities required to serve the proposed mixed-used residential/commercial development are located within adjacent street frontages. Only side service connections should be required for each utility service. Overall, the impacts to public services and utilities are not considered significant and no mitigation is warranted.

Existing and Projected Land Use

With the redevelopment proposal, the existing office/service structure would be demolished. A new office/service structure with residential apartments above would be built in its place. The land use of the site would thus be changed with the proposal.

The proposed residential project is compatible with surrounding uses and is located in an area of mixed commercial and residential uses. The development site is zoned DMC 340/290-400. The development proposal is consistent with the zoning of the property. The institutional and residential uses are permitted outright in the DMC 340/290-400 zone. The proposal complies with development standards applicable to development within the zone.

It is the City's SEPA policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with any applicable, adopted City land use regulations and certain other policies identified in the City's SEPA ordinance. The subject proposal is compatible with surrounding uses, zoning, and City policies. No mitigation resulting from land use impacts is warranted.

Summary

In conclusion, certain adverse impacts on the environment are anticipated to result from the proposal. The conditions imposed below are intended to mitigate specific impacts identified in

the foregoing analysis, or to control impacts not regulated by codes or ordinances per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

The owner(s) and/or responsible parties shall:

Prior to Issuance of Demolition, Grading, or Building Permits

1. Submit to DPD evidence of having submitted a Notice of Intent of Demolition to the Puget Sound Clean Air Agency.

2. Submit to DPD for approval by the project's Land Use Planner and the Department's Noise Control Program Specialists, a *Construction/Noise Impact Mitigation Plan*, one that details, among other proposed construction activities, schedules for deliveries and any construction activities outside of normal construction hours, as well as a detailed plan for maintaining at all times a safe and predictable pedestrian pathways along Stewart Street and Ninth Avenue.

During Construction

3. The sidewalks adjacent the project site and running along the Stewart Street and Ninth Avenue right-of-ways shall be kept open and made safely passable throughout the construction period. Should a determination be made by the Seattle Department of

Transportation (SDOT) that closure of this sidewalk is temporarily permissible because necessary for demolition, shoring, structural modification or other purposes, DPD shall be notified by the developer or general contractor at least three days prior to the planned temporary closure and a plan shall be presented and approved by DPD prior to the closure. The temporary closure plan shall present alternative mitigation that is sufficient to mitigate the impacts this condition is intended to address.

CONDITIONS-DESIGN REVIEW

Prior to issuance of any Certificate of Occupancy

4. Construct a building with siting, construction materials, and architectural details, and install landscaping, both hardscape and planting materials, substantially the same as presented at the June 22, 2010 Design Review Board meeting and as contained in the approved MUP plan set.

Signature: (Signature on File) Date: October 11, 2010
Michael Dorcy, Senior Land Use Planner
Department of Planning and Development

MMD:jj
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